

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND

CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND

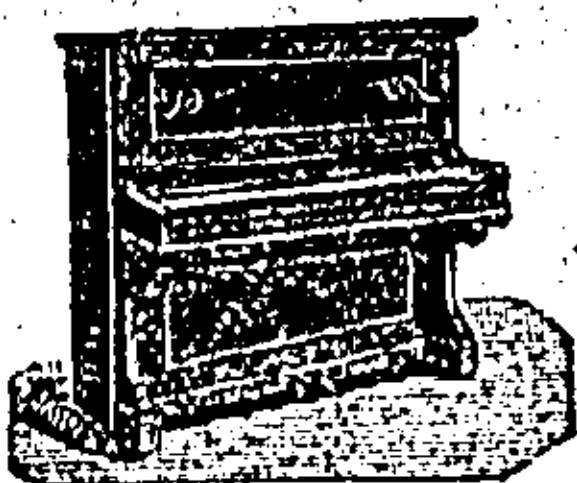
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.Stick to this advice and you'll
never know you have a liver.WATKINS,
LIMITED.Chemists and Aerated Water
Manufacturers.

Hongkong, 13th August, 1901. [714c]

THE
ROBINSON
PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT
SYSTEM.

COTTAM & Co.

NOW offering Special Sample Consignment
of the Celebrated

K BOOT,

ENGLISH MAKE.

Hongkong, 26th August, 1901. [671c]

KELLY & WALSH, LD.

NEW BOOKS.

ALL THE WORLD'S FIGHTING SHIPS,
by F. T. Jane. \$9.50

THE FIGHTS WITH FRANCE FOR NORTH
AMERICA, by A. G. Bradley. 9.00

BRASSEY'S NAVAL ANNUAL, 1901. 10.00

BEAUTY'S AIDS: OR HOW TO BE BEAU-
TIFUL. 2.25

ROYALTY OF THE WORLD. 6.75

BOXING, by Capt. W. E. Johnstone. 1.75

WORK, by E. Zola. 2.25

THE LAST OF THE GREAT SCOUTS. 2.25

THE LIFE STORY OF "BUFFALO
BILL," by H. C. Wetmore. 2.50

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

WILLIAM POWELL, LIMITED.

MONDAY, SEPTEMBER 2ND.

SALE! SALE!! SALE!!!

Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests,
Remnants, Toys, Dolls, Gentlemen's Hats,
Half Hose and Gloves.R. G. HECKFORD,
Manager.

OLD MATURED

JOHN WALKER WHISKEY,

FROM THE FAMOUS

KILMARNOCK DISTILLERY.

THE FAVOURITE WHISKY IN THE OLD COUNTRY.

ASK FOR IT!

Hongkong, 22nd July, 1901. [776c]

To-day's
Advertisement.DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW

THE Company's Steamship

"HAILOONG,"

Captain Bathurst, will be despatched for the
above Port, on THURSDAY, the 29th instant,
at 11 A.M.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 29th August, 1901. [624c]

Intimation.



ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

WATSON'S CELEBRATED

E

BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to
be the BEST BRAND in the FAR
EAST.

Per Dozen - - - - - \$15.00

The following Blends are also recom-
mended, and are unsurpassed
in quality:—

Per Doz. - - - - - \$10.80

A.—THORNE'S BLEND. Mellow

B.—GLENORCHY, Mellow

C.—BLEND, a fine 'Soda'

Whisky of great age. 10.80

D.—H.K.D., BLEND of the

Finest Old Malt Scotch.

Whiskies. 14.40

A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY.

MACMILLAN'S ATLAS OF CHINA, JAPAN,
&c. \$1.00A HISTORY OF CHINESE LITERATURE,
by H. A. Giles. 3.50

JUST RECEIVED.

SLAZENGER'S FAMOUS E.G.M.

TENNIS RACQUETS.

SANDWICH DEVELOPERS.

Price \$3.00.

SOLE AGENTS FOR THE

YOST TYPEWRITER.

Price for No. 4 or Ordinary

Size Machine, \$225.

DEATHS.

At the Government Civil Hospital, on 26th

instant, LOUISA JANE USHER, beloved wife

of Albert Collett, Inspector of Police.

Funeral will pass the Monument at 6 p.m.,

to-day. (Wiltshire papers please copy.) [923c]

At Thomas's Grill Room, at 12.45 a.m., on

the 27th instant, JAMES CREILWYR GOON-
CHILD, age 57. [922c]

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 27, 1901.

NOTES AND COMMENTS.

The Coming Council Meeting.

The agenda paper of the coming Council Meeting is worth studying. It is seldom that one sees such a long list of questions to be put by one member as that submitted by the Hon. T. H. WHITEHEAD. We are pleased to note that the gentleman in question has come quite up to date and has asked for a list of collapsed houses from 1st of January 1895 to the 16th instant, for this will include the collapse of the houses in Cochrane Street. Mr. WHITEHEAD is also asking for the names of the owners of the houses and a few other pertinent questions. We rather wish that he had gone a bit further and asked for the names of the builders or contractors responsible for their erection, the architects who prepared the plans and the Government Official who passed them. In a case of this sort it is just as well to see who may be liable to blame. However, we do not anticipate that the answers by Mr. WHITEHEAD's questions will be either very full or very satisfactory, and if our anticipations prove to be correct we shall doubtless see the Hon. Member coming forward with a fresh crop of questions to elicit further facts. The pity of it is that the rules of the Council prevent a member from cross-examining the Official who replies to his question. An answer is framed and the questioner has to be content with it. Thus it may take months to reach bed rock when putting questions in the Council.

The Situation in the North.

The telegram from our Shanghai Correspondent, which we published as an extra item this morning and reproduced elsewhere, does not give one the impression that affairs in the North are progressing very favourably. Our Tientsin Correspondent, who, it will be remembered, foretold the Boxer outbreak and maintained his opinion of the very serious state of affairs despite the scoffs of other people who limited themselves to be in a better position to judge, views the present state of the country as being conducive to further trouble and says that another outbreak may occur at any moment when least expected. This is not surprising to learn that it has been thought prudent to increase our force in China. And if our Military Authorities, who are so wonderfully good at guessing the future, are so convinced that the situation calls for an increase of our forces, we are sure that the sending of more troops to Chihli will, we presume, mean that the return of the Court to Peking will be still further postponed on the ground that the foreign troops have not as yet withdrawn. If more troops are sent to Chihli, we really do not expect to see the Court back in Peking this year and, as the Empress Dowager cannot last for ever, it is somewhat rash to try to predict what is to be the outcome of it all.

One thing is certain, and that is that so long as the Court remains well beyond the sphere of European influence, little or nothing will be accomplished. Prince TUAN, TUNG FU-SHANG and the rest of the Empress Dowager's creatures, who should have lost their heads for complicity in the Boxer rising, know perfectly well that it is to their interests to keep the Court as far possible from the foreign troops. So long as this is possible they will know that they can work their wills as regards the Empire, and what they are aiming at is not the good of China but the safety and enrichment of themselves. For all they care the whole country may go to the dogs so long as they are left in peaceful enjoyment of the positions to which they have attained, and so long as they are allowed to have their own way we fear that there will be very little hope of China ever recovering herself.

And what will the rest of the Powers do in the event of fresh disturbances? Will they send more troops or will they be content to let matters rest as they are? We do not think that they can afford to adopt the latter course, for several of them are badly in need of the indemnity to cover the large expenditure to which they have already been put in the China Expedition. Very few indeed, it seems to us, could now afford to withdraw. They have spent an immense amount of money already and have accomplished very little or nothing and, to a very great extent, because no three Powers can do harmoniously for the same end. They have wasted so much time in discussing matters have raised so many obstacles to the prosecution of the common end, owing to jealousies, that the Chinese have, as we said, they would at the beginning, forced a whole of Europe. There is not a single Power, except Russia, which can be said to have any definite object or end in view regarding China. Russia we know, wishes to absorb as much as she possibly can and has been acting on this principle and steadily advancing for years.

Other Powers seem to change their mind with each fresh situation and thus little is accomplished. If only two of the great Powers, say England and Japan, would pledge themselves to uphold the integrity of China and to reform her government, something might be done. But no Power will undertake such a stupendous task for, for the mere fact that the protecting Powers were making a little out of their act would prove a good excuse for the others objecting. Thus it is that nothing can or will be done until a proper understanding is arrived at.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

NORTHERN NEWS.

THE UNREST IN CHIHLI.

MORE BRITISH TROOPS REQUIRED.

(From Our Own Correspondent.)

SHANGHAI, August 26th.

6.37 p.m.

Orders have been issued for the

strengthening of the British force in

Chihli.

Received 7.35 p.m. 26th.

Published 10.30 a.m. 27th.

REUTER'S TELEGRAMS.

RUPTURE BETWEEN FRANCE

AND TURKEY.

LONDON, August 24th.

The Sultan yielding to the demands of M.

Constans, has issued an irade confirming the

concessional rights of the quays company.

The settlement of the other claims is con-

sidered imminent.

BRITISH SOUTH AFRICA.

THE BOERS AND LORD KIT-

CHENER'S PROCLAMATION.

August 25th.

Commandant Delarey has issued a pro-

clamation warning all Boers against Lord

Kitchener's last proclamation, and stating

that he will continue the struggle. The

Boers are pressing south to Cape Colony

from the midland districts.

Scheepers commando is threatening Dud-

shoon, Cape Colony.

The Boers are active in the Dordrecht

district.

WEATHER REPORT.

The Observatory report says:—

On the 27th at 11.55 a.m. the barometer has

fallen slightly in the North, risen a little in the

South. Pressure remains near the normal at

all stations, with slight gradients for N.E. winds

over the E. coast of China, and for S.W. winds

over the China Sea. Forecast:—Variable winds,

light, fair.

LOCAL AND GENERAL.

The Electric Light Company had a small

breakdown this morning; one of the trans-

formers at the works burnt out, necessitating a

stoppage of the current for some hours.

We regret to report the death of Mrs. Collet,

wife of Inspector Collet, of the Police de-
partment. The deceased lady had been in the de-
partment in the Government Civil Hospital. Her
funeral takes place 5 p.m. this afternoon.

We are asked to remind those who go in for

riding that Messrs. Cottam & Co. have just

received a consignment of the latest things in

ladies' and gentlemen's riding whips. It

would be just as well to buy a whip now and

purchase the pony when you can.

We are glad to hear Mr. C. E. Warren is going

to re-erect the building that fell down in

Lower Lascar Row. Mr. Warren, we are sure,

will not take advantage of the recent decision

on the question of walls, but under his personal

supervision will see good honest work put in.

The shoring that was so hastily put up in

Duddell Street yesterday across the street we

notice, this morning, has been taken down.

Was it shoring in the wall of the house

opposite, too great a strain on the damaged

building, or built up against the wrong house

altogether?

A very well known personage in Hongkong

passed away this morning, i.e., Mr. Ian of

Kowloon. He arrived in the Colony be-

tween 30 and 40 years ago and was amongst

the first buyers of Kowloon property from the

Government. His foresight was well rewarded

in the enhanced value of land at the present

time.

We fear that the casual visitor to Hongkong

will not be impressed with our buildings just

at present. A walk through the city shows

houses shored up in all directions until one

begins to wonder if the town has suffered from

and earthquake. What is wanted is a thorough

inspection by a perfectly independent expert.

Then we should have some ten or twenty per-

cent of our cheaper houses demolished, if not

more.

Mr. G. WHITE is now passing through Kuala

Lumpur after paying a visit to Pahang. The

Malay Mail hears on good authority that Mr.

White asked the Singapore Directors of the

Raub Australian Gold Mining Company for

permission to visit the Raub mines in order to

answer the allegations contained in the recently

published "expert" reports. His request was

refused. Strange! What are the Directors

afraid of, asks our contemporary.

THE Chinese are certainly adepts at scaffolding

work of all descriptions, but we don't think that

experts would be much impressed by an

inspection of some of the shorings which have

been erected lately. The scaffolding work is

excellent in itself, but the boards put against

the dangerous walls to take the strain and

distribute the support are in many instances so

thin or so narrow as to be little or no good

whatever. A Chinese built wall is a poor

affair at the best of times and when shoring it

up it is just as well to see that your shores are

not pushing against only some three bricks.

KOWLOONERS are beginning to think that if

Mr. Osborne is so intent upon latrines for the

public, he might pay some little attention to

those over which he can exercise control. The

latrine by Chater Road, in the Kowloon Ge-

downs, is horribly effluviaous and poisons the

surrounding atmosphere for a long distance.

This may be a good method of advertising the

latrine, but it is not pleasant to those people

who have to pass along the road. As we said

before, it was all very well to wall up the

latrine, but some method should have been

found whereby the stink could have been

walled up at the same time.

The survey party under Major Renny-Tailyour,

attached to the China Force, has returned to

India. It did excellent work over fifteen

thousand square miles of country, though the

staff was ridiculously small for such an

important expedition. Major Renny-Tailyour

had only originally a native Sub-Assistant

Superintendent and some native surveyors,

until he was joined by Captain Ryder from

Yunnan. We (Bamby's Gazette) pointed out

the inadequacy of the staff at the time. One

would have thought the lessons learned in

South Africa, where even Natal was unmapped,

would have influenced the Government in this

matter of survey work in China. Our troops

may yet have to pay for this neglected

opportunity.

AFTER all the books of travel in China

that have been written showing the complete

knowledge we have of the country and people,

there is a man right here in Hongkong that it

will perhaps take a week to find anyone that

can talk to him. He was arrested as being a

vagrant and lodged in gaol—By the way we

should like to know how they explained the

charge to him at the Station—and on being

brought up in the morning, the fun

started. The interpreters spoke to him in

Punti, shouted at him in Hoklo, tempted him

with Fukien, tried to cajole him into Hakka,

whispered the dulcet tones of Chin Chow, and

ended up with Malay. It was all to no

purpose, the defendant spoke fluently, but

no one could understand a word of it. He

is suspected of coming from Hoihow and

it would certainly be interesting to know where

this unknown dialect is spoken.

A HOME paper to hand by the last mail says:—

Bryant and May shares have fallen pretty

substantially since first the unfortunate Diamond

amalgamation scheme was mooted. There is

now about a movement, with every promise to</

lating to Stamps and Stamp Duty in the Colony of Hongkong.

A Committee on the Bill entitled "An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong," to be Third reading, the Appropriation of a Supplementary Sum of Five hundred and fifty-nine thousand nine hundred and ninety-one Dollars and seventy-eight Cents, to defray the Charges of the year 1901.

A meeting of the Finance Committee will be held immediately after the Council.

Honourable Members are requested to bring with them to the Meeting the copy of the Estimates accompanying this Bill, which has been distributed to them.

AT THE MAGISTRACY.

James Smith, of America, was fined \$5 or fourteen days for interfering with A. Williams, Corporal in the R. W. F., in the execution of his duty. The fine was paid.

FALSIFIED BANK NOTE.

Chao Ching Ping was charged on remand with forging or uttering a \$10 note, knowing the same to be forged.

Mr. H. M. Mann, cashier in the Chartered Bank, said the note was of the face value of \$10 and had been altered to \$50.

Mr. R. J. Glendenning said he was assistant to Mr. Kennedy and, on the 8th of August defendant came and hired a trap. He tendered a \$50 note and Mr. Kennedy gave the change for it. He did not notice it was forged.

Mr. David Kennedy said—He remembered his assistant handing him a \$50 note. The note produced was the one in question. He gave the change, \$14, the remaining \$36 being for hire of a trap. He gave the note to his clerk Da Silva, who shortly brought it back as bad. He sent for a detective and drove off after the defendant.

For the defence, On Hon was called and said he was a trader in Nonham Strand. He knew the defendant. On the 8th of August the defendant borrowed from him \$60. One note was for \$50 and one for \$10. He did not recognise the note.

Mr. Wilkinson, for the defence, addressed the Court and the defendant was discharged.

WATCH STEALING.

Lam Kwai went to prison for six weeks' hard labour for stealing a watch from G. Koenig.

MORE ARE WANTED.

B. Byramjee was the cause of Chan Chung, a chair cooler, being fined \$5 or 14 days for unlawfully refusing to accept a legal fare. If a few more of these cases were brought, the coolies in time would begin to understand their position.

SULPHURIC ACID.

Inspector Ford charged two masters of junks with having on board sulphuric acid without a licence. In each instance they were fined \$10.

OUR LONDON LETTER.

(Continued from yesterday.)

LONDON, 26th July.

An article which appeared in the *Globe* a few nights ago, indicated a very unusual understanding of the British aspect of the affairs in China at the present time. The fact is the English public does not even now realize the relative importance of events in the Far East. Unless something occurs to arouse a transient feeling of horror or reprobation, such as was excited over the siege of the Legations, or the brutal murder of the missionaries last year, Chinese affairs attract little attention. Hence the *Globe* article has done real service by pointing out the design of Russia to substitute her new railway as the means of commercial intercourse between Manchuria and the world, in place of the seaborne trade, chiefly in the hands of Great Britain, the U. S. & Japan. The Government is urged by the writer to unsparingly maintain our treaty rights at New-chang, the natural distributing point for railway goods and where Russia is seeking to establish a paramount influence and authority. Attention is called in the same article to the per se being brought to bear upon the Southern Viceroys, to contribute from their Provinces the greater part of the yearly indemnity to be paid by China. They will only be able to raise this sum by increasing the Likin charges, and the unfair way in which such increase will handicap the British trader for the benefit of his rivals is clearly set forth. Finally, the Colonial Office is urged—though not in so many words—to grasp the fact that though England never has a settled policy in China, the acts of Russia, not to mention other countries, all form one part of one well thought out plan, of which no individual move stands isolated and alone, to be repudiated, or reversed on the application of spasmodic British pressure. The article has given rise to favourable criticism among China folk at home, but whether it will stiffen the flabby back of our diplomacy is another matter.

The current number of the *Lancet* has also devoted some space to the interests of English people in the East, in an article on the Sanitary condition in Hongkong, based on the pamphlet containing Mr. Cunningham's articles and the press correspondence thereon. A considerable portion of the two or three columns on the subject, consists of excerpts from the pamphlet, but the brief Editorial comment of the concluding sentences indicates an appreciation of the gravity of the existing state of affairs in medical eyes.

The chance of the Municipality question coming before Parliament at an early date is however remote, for the Home legislative programme is heavily overweighed, notwithstanding the shelving of many important bills at the annual "slaughtering" a few days ago.

The Chinese mission to Germany appears to be entirely losing its apologetic aspect, and is fast assuming the style of an embassy of courtesy—a sort of return call for the visit of

Prince Henry to Peking. That the Chinese Ambassador at Berlin should work earnestly to this end is quite comprehensible, but the acquiescence of the German Government is surprisingly at variance with the previous emphatic utterances of the Kaiser, and has aroused some misgivings in the mind of those most interested in the Chinese settlement, and best able to judge of the effect of this changed attitude upon the war-torn Celestial.

The tea-ring over which the commercial world was inclined to be sceptical is gaining ground. Last week approximately 13,000 packages were sold at the public auction in the ordinary way and some 11,000 at the secret sale, while this week the figures were 12,000 at the public auction, and 13,000 at the private sale. The object of the ring is to prevent retailers knowing at what price the wholesale man buy from the blenders, in order of course that a higher price may be imposed upon the struggling retailer. To induce the blenders to prefer the private, to the public sale the ring is said to be pushing up the secret prices, but even so, many lenders are still shy lest the ring, once firmly established, could dictate prices to them, as well as to the retail trade, this making enhanced profit of both. Indian and Ceylon teas are at present chiefly concerned, so far as it is possible for the outside public to glean details.

The English industrial world is for the moment chiefly concerned with the recent important decision of the House of Lords relative to the legal position of Trades Unions. Mr. Justice Farnell's judgement, setting out that a Union, could in its corporate capacity be sued, which was reversed on appeal, was upheld in the Final Court, and constitutes a most important legal departure. The profession appears to be divided on the soundness of this interpretation of the law, but the commonsense of the community at large is certainly on the side of the Lord Chancellor and his colleagues.

While tea and the Unions decision agitate commercial circles, the literary world is not a little perturbed to learn that Max Muller's great library is lost to this country, Baron Tswaski having bought the whole 13,000 volumes, together with the valuable Sanskrit M.S. numbering over 100, for Tokio University. It certainly is not creditable to the Oxford University authorities that they should have allowed this prize to pass into foreign hands—for if funds were lacking an appeal to the literary and scientific public, or even to the Government as trustee for the Nation, could hardly have been without effect. The thing is done now and grumbling is ungracious, but book lovers seem still to find difficulty in offering very hearty congratulations to Japan, which perhaps indicates that the Student's nature is not more than human.

The Medical Profession is in the throes of a scientific upheaval induced by Professor Koch at the Tuberculosis Conference last Tuesday evening. The gist of the discovery which the great Doctor claims to have made, has no doubt reached you by cable, and beyond that point the humble layman at home has himself hardly yet "arrived," so bewildered is he by the flow of adjectives hurled by the experts at the new theory.

"Astounding," "magnificent," "revolutionary," "ridiculous," "unfounded," "sensational" are a mere handful culled at random from the exuberant forest of available verbiage. If Professor Koch establishes his position, it follows—as indeed he himself pointed out at the Conference—that for many years past the Governments of the World have been expending needless millions in the attempt to stamp out tuberculosis among dairy herds. In a word the Professor holds that all money spent in protecting humanity from the milk and flesh of tubercular cattle, is wasted, though he admits that until this opinion is sustained by further demonstration, such as may convince his scientific brethren, it would be unwise to relax the precautions now practised. And at that, the subject will have to stand, so far as the layman is concerned, for probably many years.

As the mail closes, there comes to hand the intelligence that the outlook of the tea ring is less rosy. The sales for next week are notified at 17,000 packages by public auction and something much less at the private sale, where all that was offered yesterday was not sold.

GOLD IN THE PHILIPPINES.

DAGUPAN, August 17th.

John Camp is in Dagupan, just from the Benguet country, and he creates a gold fever that will lead to a stampede into north Luzon as soon as the rainy season is over. Camp has in his possession fifteen ounces of amalgamated gold, taken from a claim he staked out less than two months ago and it is worth from \$15 to \$18 per ounce.

There is nothing windy about Camp. Indeed, his show, upon which the American Dagupanite was permitted to look, was due to the influence of A. L. Johnson, a business man of the city who has several claims within a half dozen miles of Camp's find, which is about forty miles north of Trinidad, in the "hoss backs" below Menacayan. Miners call this Blue Diamond District and it promises the best for gold yet prospected in the island.

Camp informs the *Times* correspondent that twenty odd pounds of the precious mineral have been dug out and amalgamated by miners in his vicinity within the past twelve weeks, that holders are sinking shafts and that indications twelve to twenty feet below the surface warrant vigorous work on several claims. Chalcocite is used for amalgamation purposes. The Nahgin river and the gorges that feed it furnish ample water and, all stories true, the district is an ideal one for a mining camp.

QUEEN VICTORIA MEMORIAL FUND.

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Hongkong & Shanghai Bank	5,000
Jardine, Matheson & Co.	1,500
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Hongkong Telegraph Co., Ltd.	50
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Chan A. Fook	50
P. A. Cox	50
J. S. Hanson	50
W. H. Wickham	50
K. Mounsey	50
A. Tillet	50
W. H. Gaskell	50
W. Davies	50
G. M. Harston	50
B. R. H. Taylor	50
J. Farrow	50
J. F. Reese	50
S. Fulcher	50
J. S. Eckel	50
T. I. Ross	50
M. S. Sassoon	50

Further subscriptions will be gladly received by the undersigned, addressed to the Hongkong and Shanghai Bank.

C. P. CHATER & T. JACKSON,
Hon. Treasurers.

WHO WON SANTIAGO?

WASHINGTON, July 24th.

All New York is engaged in a wordy war over the Sampson-Schley controversy, which the newspapers, neglecting the traditional serpent, have selected this year as the silly season topic. Now the manager says that Chicago, Buffalo and Coney Island are clamouring for his favour, while the purveyors of amusement at many other places are opening negotiations.

COOLING DRINKS.

The *Washington Star* in the interest of suffering humanity suggests the following "summer drinks."

Champagne Cup—Cut two ripe neclardines to slices, also half a lemon and a lemon, taking care to remove the pips. Scatter two tablespoonsful of powdered sugar over the fruit, then add a wine glass of brandy and half the quantity of champagne. Place the jug containing the ingredients either on ice or in a fireless for an hour, then add a quart of iced champagne. Remove the fruit and pour in a pint of iced seltzer or apollinaris water.

Cider Cup—Put into the mixing jug the thinly pared rind of a lemon, a whole orange cut into slices, a large slice of pineapple, a wine glass of gin, half a tumblerful of marsala or sherry, a very little grated nutmeg and a tablespoonful of powdered sugar. At the end of an hour pour a quart of sparkling cider (iced) into the jug. Then strain the cup through muslin and add a small bottle of seltzer water and a few leaves of lemon verbena. If the cider is not very sweet, a little more sugar may be required.

Pineapple Cup—Put into a jug four or five thin slices of fresh pineapple, the peel of half a small lemon cut very thin, two tablespoonfuls of sugar, a wine glass of brandy and a glass of orange flower water. Cover the jug closely and let the contents remain at least an hour before the cup is required. Then add a bottle of sparkling hock which has been iced, stir well, strain into the jug in which the cups to be served and add a bottle of iced seltzer water. A few sweet scented verbena leaves should float on the top of the cup.

Military Cup—Put a bottle of iced claret into a jug with six thin slices of lemon, three slices of cucumber (which should be removed after about ten minutes), a wine glass of sherry, a wine glass of brandy, a large tablespoonful of Benedictine and half a dozen ripe raspberries. Sweeten to taste with powdered sugar, place the jug in a basin and surround it with finely broken ice for half an hour. Then remove the fruit and pour in a bottle of sparkling moselle which has been iced and a pint of iced apollinaris water.

THE CHIEF COMMAND IN INDIA.

Private advices have reached India from Home, says the *Bombay Gazette* of the 10th inst., which indicate that Lord Roberts is finding the work of the War Office overpoweringly heavy at his advanced age. Should he retire from his direction, it is thought probable, in well-informed circles, that Lord Kitchener will become the right-hand man of the Commander-in-Chief at Home. In this case the way will be clear for the Duke of Connaught to come out to India, a thing he is said to be desirous of doing when Sir Power Palmer's tenure expires. By that time the return of the Duke of York from Australia will have removed the reasons which existed last spring against the Duke of Connaught leaving England.

A BURIED SHIP.

Dating the excavations for the gigantic reservoir, a course of construction by the East London Water Company at Tottenham and Walthamstow, London, what has been considered, says the *London Mail*, to be a Viking ship was recently discovered. The excavations are being made in the old bed of the river Lea, the course of which had been diverted. The bow part of the vessel was in danger of being carried away piece-meal by relic-hunters, so the task of laying bare the rest of its timbers was deferred, and the exposed part covered up again. The vessel was seven feet below the surface. This depth is no indication of its age, however, as the most favourable circumstances might be done in a few hours. The vessel is about fifty feet long, and is of oak, with the exception of the keel, which is of elm. The ribs are held to the sides by wooden pegs, and the timbers are fastened with roughly-finished but well-made iron nails. The caulking is done with felt. The floor-boards are rivetted together with nails. In the opinion of some, the boat is of more recent origin than the Viking age. Some think it formed part of the fleet built by Alfred the Great to harry the Danes, while others incline to the opinion that it is a seventeenth century keel-boat or barge. A dug-out boat was also discovered, which is going to the British Museum. It is estimated to be a 200 years old. Many other interesting relics have been discovered during the excavations—bronze and bone spearheads, iron swords, hand-cuffs, ancient Saxon clubs, and curious mediæval horseshoes. Bones of extinct animals and many interesting shells have also been found.

A DEFENSE OF BULL-FIGHTING.

The bull-baiting in South Omaha, Neb., has called out a good deal of denunciation from the press of the country. The South Omaha exhibition, however, is only an imitation bullfight. The governor of the State, whose name is Savage, has issued a signed statement that "there is no bull-fighting in South Omaha," and the *New York Tribune* explains the sport by saying:

"Bull-fighting in Omaha has suddenly become an exceedingly popular and profitable diversion by reason of the circumstance that on Monday night one of the bulls unexpectedly caught one of the performers on his horns and sent him forty feet through the air, and ultimately to the hospital, where he now lies with two broken ribs, a lacerated chest, and an ugly lacerated head. It was understood in advance that there was to be no blood-letting at these gentle and refined entertainments. The bulls were merely to caper about in a picturesque manner, and the men were to show only with what grace and facility they could exterminate their adversaries except for a manager's promise not to ruffle the susceptibilities of an unlighted public. But the bull that was doing his turn on Monday night either did not know that rule or else broke faith. 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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	Kobe and YOKOHAMA	FRIDAY, 30th August, at Daylight.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th August, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 17th Sept., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 12th Oct., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 5th Nov., at Noon.

THE Twin Screw Steamship

"AMERICAN MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 4 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 26th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the

ORIENT. For further Particulars apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATKINS & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents. Hongkong, 26th July, 1901.

[793c]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"MASSILIA," Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 31st instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 17th August, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Braemar	3,601	W. Watt	Sept. 3
Duke of Fife	3,821	J. S. Cox	Sept. 10
Olympia	2,837	J. Truebridge	Oct. 1
Victoria	3,592	J. Pantou	Oct. 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR AND STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 26th August, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"JUPITER" about 31st Aug.
"MOGUL" 21st Sept.
"KURDISTAN" 12th Oct.
"SAITUMA" 12th Oct.
"LENNOX" 12th Oct.

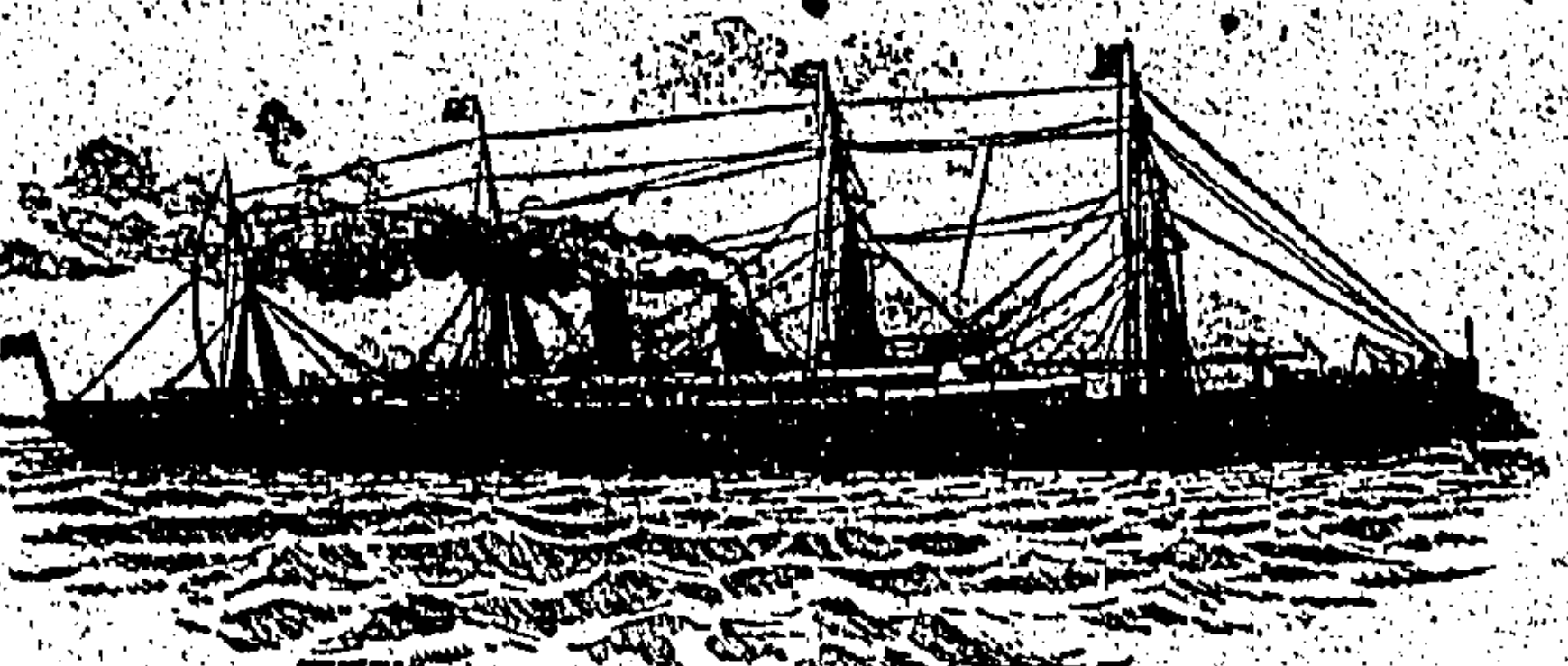
For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 24th August, 1901.

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Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU" SATURDAY, 31st August, at Noon.
"COPITO" TUESDAY, 10th September, at Noon.
"CITY OF PEKING" TUESDAY, 24th September, at Noon.
"GABRIO" WEDNESDAY, 2nd October, at Noon.
"CHINA" SATURDAY, 19th October, at Noon.
"DORIO" TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of this Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100.—Gold or over) destined to Points beyond San Francisco in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

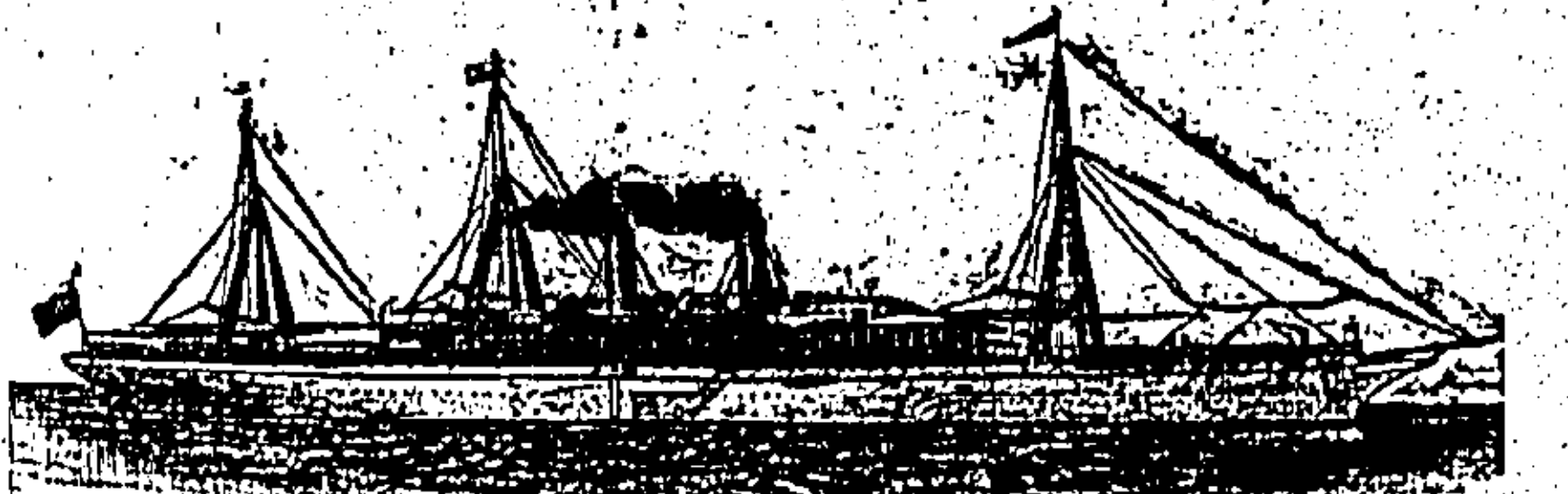
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th August.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 25th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace the PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 7th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SIBIRIA	HAVRE and HAMBURG.	10th Sept. Freight and Passengers.
ANDALUSIA	(Calling at SINGAPORE and COLOMBO) HAVRE and HAMBURG.	21st Sept. Freight.
ARABIA	(Calling at SINGAPORE and COLOMBO) HAVRE and HAMBURG.	5th October. Freight.
ARAGONIA	(Calling at SINGAPORE and COLOMBO) NEW YORK, VENEZUELA, SUEZ CANAL.	19th Oct. Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 7th August, 1901.

[431c]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"CHANGSHA"	30th instant.
KOBE and MOJI	"KANSU"	31st instant.
CHINKIANG and SHANGHAI	"KIUKIANG"	31st instant.
TIENTSIN	"NANCHANG"	31st instant.
TIENTSIN	"FOOCHOW"	3rd September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 24th August, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"TYDEUS"	29th August.
"	"PYRREUS"	5th September.
"	"ULYSSES"	12th September.
"	"AGAMEMNON"	19th September.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	"STENTOR"	3rd September.
"	"IDOMENEUS"	7th September.
"	"AJAX"	1st October.
LIVERPOOL (DIRECT)	"ORRESTES"	about 15th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 23rd August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port on WEDNESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 14th August, 1901. [321c]

THE OSAKA SHOSHEN KAISHA, LIMITED. FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Port on WEDNESDAY, the 4th Sept. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 23rd August, 1901. [225c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EASTERN," Captain Ellis, will be despatched as above on FRIDAY, the 6th September, at Daylight. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 19th August, 1901. [893c]

"NEW YORK" LINE. SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "ATAKA," Captain [Name], will be despatched for the above Port on or about the 10th September.

To be followed by the S.S. "ANAPA," about 15th October, 1901. For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 20th August, 1901. [871c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY. IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c. Carille City... about Sept. 15. Strathgyle... about Oct. 15.

THE Steamship "CARLISLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 11th July, 1901. [750c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED. FOR MANILA. THE Company's Steamship

"DIAMANTE," Captain J. Rattenbury, will be despatched as above on THURSDAY, the 29th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 26th August, 1901. [919c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR MANILA. THE Company's Steamship

"YUENSANG," Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 30th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 24th August, 1901. [909c]

THE OSAKA SHOSHEN KAISHA, LIMITED. FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Port, on SUNDAY, the 1st September. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 26th August, 1901. [225c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY. Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY. Operating the New First-class Steamships "INDRAVELLI," and "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELLI," will be despatched for PORTLAND (OR.) on or about the 10th September, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through Rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent. Hongkong, 23rd August, 1901. [905c]

S.S. PROTECTOR. The above Steamer will load for the following Ports, and will have quick despatch: SHANGHAI, CHEFOO, VLADIVOSTOK, also PORT ARTHUR if sufficient inducement offered. For Freight, &c., apply to SHEWAN, TOMES & CO. Hongkong, 26th August, 1901. [920c]

SAILING VESSELS.

FOR NEW YORK. THE 3/3 A. L. I. American ship

"I. F. CHAPMAN," having arrived is now ready to load for the above Port and will have quick despatch. For Freight, apply to ARNHOLD, KARBURG & Co. Hongkong, 12th August, 1901. [698c]

FOR NEW YORK. THE 3/3 A. L. I. American ship

"MANUEL LLACUNO," will load during September and October, sailing about 25th October. For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901. [727c]

Masonic.

27 & 28 LODGE.

No. 245, E.C.

A REGULAR MEETING of the above

LO

BY THE MAIL.

(From Home Papers.)

Condensed.

The old *Nelly* is at last to be sold out of the Service. She was superseded by *Whale Island* years ago, but she had a glorious record before she became a target ship on board of which every new type of armour was tested. As the *Comet*, a second rate, she took part in Lord Howe's victory on "the glorious 1st of June," and in 1868 she fought and captured the French *Sylphie*. Then her name was changed to the *Thunderer*, and the introduction of armour plates found her a target ship. She is thoroughly rotten, but having been capped, fastened, she is sure to command a good price for the sake of the metal.

Iced Drinks.

Iced water, says the "Famly Doctor," should be shunned by all who expect to maintain perfect digestion. It fills the stomach and deadens the activity of the glands that produce digestive fluids. The free use of iced-water in America is, according to an American contemporary, one thing that gives the American people the name of a "nation of dyspeptics." Soda fountains for dispensing iced-cold drinks are practically an unknown luxury throughout Europe, consequently but very few Europeans have dyspepsia. While they drink a large quantity of liquids, they have never been educated to iced-cold drinks. Carelessness and indifference concerning the laws of health swells the great army of invalids. People ignore practical common sense, methods of preserving health.

Dr. Koch's New Theory.

Dr. Koch's starting theory that animal tuberculosis is not communicable to human beings, and that all precautions against tuberculous milk, butter, and meat are therefore superfluous, has attracted a good deal of attention and scepticism. A *Morning Leader* representative, who inquired at the office of the Local Government Board lately, was informed that the authorities acted upon the assumption that there was danger in the consumption of such tuberculous food, and that though Dr. Koch's new theory would do much to be considered, there was little likelihood of any precautions being relaxed. Both here and among the City authorities the utmost respect is felt for Dr. Koch, but in both cases there is no inclination to follow him slavishly. On the contrary, attention is directed to the utter failure of his "tuberculin" to cure consumption; and, as one City official put it, "Dr. Koch is a very clever man, but his methods—" The City has always been very strict in its dealings with tuberculous meat, and more than one seller of such food has paid the penalty with a term of imprisonment.

Boer Characteristics, by a Swiss.

The account of Boer characteristics given by Lieutenant Bannister, of the Swiss army, in the *Gazette de Lausanne*, which appeared in the *Times*, confirms the opinions so freely expressed by other foreigners who have fought for the Boers. While he pays the highest possible tribute to the valour of the British soldier, this officer states that he only once saw the Boers even attempt to hold to the last an apparently impregnable position, and then, after one volley, they threw up their hands and begged for mercy. Most wonderful to Mr. Pache was the good nature of the soldiers in sparing the men who had just been blazing away at them; indeed he is almost contemptuous in his astonishment at the mercy shown. According to M. Pache, the one guiding principle of the Boers, in war and in peace, is to flee the foreigner, and that is why they liked Kruger. "In fleeing the foreigner the President and his followers were merely putting into practice the main idea of their own people." And it is the desire for loot, and little or nothing else, that is keeping the Boers in the field now. Such, at least, is the opinion of one who, being neither Boer nor Briton, has studied the Boer on his native field.

The O. B. Mastodon.

Mr. Gibson Bowles's impromptu reference to Lord Rosebery in the House on the 23rd ult., was evidently carefully prepared beforehand; but it was none the worse for that, for an impromptu is not the sort of thing that a prudent man dashes off in a hurry. The parallel between the ex-Premier ploughing his lonely furrow and Alexander Selkirk complaining that he is "out of humanity's reach," and must finish his journey alone, was excellent. Better still was the House indicated by its laughter—"The beasts that roam over the plain My form with indifference see; They are so unacquainted with man, Their tameness is shocking to me." The spectacle of the Campbell-Bannerman bicephalous mastodon browsing with equal appetite upon all kinds of vegetation, and quite undisturbed, in its shocking tameness, by the sight of the solitary biped, should tempt the pencil of our political caricaturists.

Heavy Rainstorm in England.

London has long been thirsting for something like a wet day. For more than three months the air has been dry and laden with dust and all manner of abominations, while the sewers have had to be flushed with an occasional barrel of water from the main. Everything—the air, streets, gardens, parks, sewers—wanted a thoroughly heavy soaking downpour, but as week followed week and still the heat and dryness remained in the ascendant, it seemed hopeless to expect any great change. However, it has come at last, and just as the weather was going to be fine! All 11 a.m. on the 15th ult., with the sky looking better and better every minute and temperature endeavouring to mount again towards the eighties, not a Londoner was dreaming of thunderstorms and rain, and must finish his journey alone, was excellent. Better still was the House indicated by its laughter—"The beasts that roam over the plain My form with indifference see; They are so unacquainted with man, Their tameness is shocking to me." The spectacle of the Campbell-Bannerman bicephalous mastodon browsing with equal appetite upon all kinds of vegetation, and quite undisturbed, in its shocking tameness, by the sight of the solitary biped, should tempt the pencil of our political caricaturists.

SIXTEEN MILLION TONS FELL.

At half-past twelve the windows of heaven were suddenly thrown open and without further ado there descended on the astonished multitude the most stupendous deluge the meteorological has witnessed for more than twenty-three years! It was not exactly like the rainfall of far-famed Cherrapunjee, but it came down in a manner which would be anything but welcome were it to occur more than once in a lifetime. Within an hour the amount that fell was 13 in; the rate then decreasing somewhat, it falling in the next half-hour to about two inches; the gauge showed 18 in. Within

cent years the nearest approach to this deluge was on July 17-18, 1895, when 12 in. fell in eighteen hours. But yesterday's stream did not cease at 2 p.m. it moderated, decidedly, and continued, with occasional lullies and lightning, for another couple of hours, when the total fall amounted to 2 in. Assuming this to have been uniform over Inner London's 80,000 acres, more than 16 millions of tons of water fell in 33 hours. To test this great flood we have to go back to June, 1878, when the late Mr. Symonds reported over him, as the result of a violent storm lasting only an hour and a half. At the Royal Observatory, Greenwich, however, there was a fall of 2 in. on July 30, 1888, but the storm of June, 1878, was a small one in the south-eastern suburb.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Atkinson A. A. McLean, A. E.
Atkinson, Miss L. Miller, O. H.
Angus, W. Marshall, C. W.
Alexander, M. R. Merchants Despatch & Co.
Anderson, W. H. Transportation Co.
Atlantis, Miss J. Mills, S.
Ainslie, Mrs. Mills, F.
Anderson, Mrs. E. F. Ma-pang, W.
Atkinson, J. I. Mills, S. C.
Barton, Miss A. C. Mitchell, W. T.
Bartlett, Mr. Mundie
Bender, H. Mesny, Miss A.
Bowles, Mr. & Mrs. Mullary
J. H. Mary
Bractel, Hy. Maule, H. L.
Burke, Rev. P. G. Nott, R.
Burger, L. W. Nott, R.
Burges, A. J., D. D. Nicholas, H. J.
Browne, E. Nivens, L.
Baboonne, Norris, J. B.
Barnett, F. Newby, Capt. A.
Brammer, R. B. Oswin, A.
Carlton, L. G. Ovidio, F.
Carlos, A. Olivier, The Hon.
Chinachiole, G. N. O'Brien, S. E.
Chisholm, J. I. O'Leary, H. M.
Crandock, H. E. Palmer, Rev. T. W.
Collins, M. H. Palmer, C. D.
Cox, Miss M. J. Paoli, S.
Deor, C. L. Pont, O.
Douglass, Mrs. M. E. Parks, W. J.
Day, R. Peterson, W.
Davis, J. W. Poliakoff, M. M.
Damerell, Filcher, A. J.
Dyson, Pilecarin, W. G.
Espósito, E. Parfi, J. S.
Eschauer, P. Pereira, Mrs. C.
Engert, M. Petiet, J. D.
Forest, Miss A. Ridgway, I.
Fitzsimmons, C. A. Robinson, C. T.
Fleming, G. Kowganchang, C. L.
Farr, A. J. M. Raine, Miss P.
Frankland, A. Russell, M.
Faure, J. Roshchild, O. F.
Flying Jordan's Circus
Gye, H. W. Reid, J. G.
Genabre, J. Robinson, C.
Gorcke, A. Robles, M.
Girard, A. V. Richardson, W. N.
Gairford, Mrs. Robinson, Miss
Galbraith, J. E. Ross, C. H.
Grant, L. W. Rutledge, H. B.
Guthrie, J. R. Raiphe, E.
Hall, E. A. S. Rice, C.
Heal, H. B. Rauger
Haddad, E. da
Harston, Carl Samorone, Dr. F. G.
Halcott, H. Sig, R. J.
Hermann, H. Shukoor, A. C.
Heaton, T. Shaffer, S.
Hannan, J. W. Sternmarie
Holdsforth, S. Singh, C.
Haiman, Silva, S. N.
Hunter, J. A. Salva, C. de
Irvine, C. W. Stepton, Miss G.
Jones, Dr. Seldner, J. K.
Jackson, J. G. Sitwell, J. K.
Jarvey, J. Smith, A. H.
John, W. L. Sim, W. A.
Johnson, J. Superintendent
Jesus, D. D. Sitwell, J. K.
James, S. C. Samuel, C. J.
Jesus, J. M. Singh, G.
Johnstone, B. H. Sprague, O.
Janieson, Soolayman, H.
Jephson, Capt. J. Thomas, L. C.
Jarvis, A. C. Trick, R.
Kirk, Dr. R. Thomas, Mrs. J.
Knight, H. Turkey, H. H.
Kalet, M. Towain
Keelish, H. Taylor, C. W.
Kaplan, W. A. Tummler, W.
Kisnerst, Smith Torrance, J. C.
Kahuweiler, S. Valentine, A.
Laura, A. Vane, Miss L. W.
Leitav, P. P. Vass, Capt.
Luz, D. Vance, C. H.
Little, Mrs. A. Westcott, R.
Lives, R. T. P. Weber, D. E.
Liv, R. J. Weissmann, H.
Lorezo, M. Walker, H. W.
Lubary, D. W. P. William, J.
Lortet, P. M. Walker, D.
Lever, S. Wilson, O. H.
Livingstone, J. Worden, E. C.
Lester, M. Wendenberg, H. O.
McGill, W. R. Wichmann, E.
McCracken, W. R. Youd, B.
Miller, R. E. Zulauf, F.
Money, R. F.

List of Registered Owners in Poste Restante.

Andrews, Wm. Kahn, R.
Abbas Khan, Kemper, A. C. (London)
Ameer Shah, Kama Iahli
Angudhia, M. S. Kahlit Bakah
Atlantis, Miss I. Xand, F.
Brimble, Capt. A. Kala Singh
Bortolo, B. Kohen, E. A.
Babal Singh, Kallah Singh
Beverly, Bonifacio, Luth Singh
Bomfay & Co. Luth, G. (London)
Braga, C. Mirna Sadi
Cadieux, Miss J. Momo Sadi
Campbell, Capt. Musso & Co., G. D. (3)
Crane, E. H. McDougall, Mrs. R. S.
Cruz, M. B. Mahieu, A.
Calle, J. T. McGill, Major H. S.
Cowie, T. Sydney. Cowie, A. B.
Cameron, A. B. Mackie, Miss S. F.
Calo, R. de. Martin, H. J.
Celestino, P. Marsh, Capt. P.
Dios, R. R. de. Mullary & Co.
David, J. A., Singapore. Nand Singh
Ermschell, H. O. N. C. III.
Edurato, C. Noble, James
Ella, J. (3). Nar Singh
Evans, Miss A. Olbes, Fred.
Faure, J. Patterson, L. E. C.
For, F. Lyden
Fahis, G. (Singapore). Freston, B.
Farnham, V. E. F. Farnham, Z. (3)
Fode, Y. (Austria). Petchell, H. F.
Gujar Singh, P. C. 647 Pekin Railway, Chief Engineer.
Gunda Singh. Gleick, M.
Glick, M. Gomez, J. G.
Graves, W. Roberts, J. (1)
Guaht, C. F. Robles
Gerald, A. (Nagasaki). Rosa, E. de
Galvao, J. de Cunha. Rito, W. A.
Garcia, E. Syden, E.
Goff, O. S. (Buffalo). Syden, E.
Gray, C. J. S. F. Shah, Capt.

Hall, L. L. Sammel & Co.
Hall, Capt. F. (2). Skeener, J.
Hoshi, S. Sandow, Mrs. Alma.
Haynes, J. Tilley, Capt. (2).
Herman Singh (Singapore). Tremain, H. L. (New York).
Hunlin, Mrs. G. Utham, Singh
Holecock, Mrs. R. Whitton, Mrs.
Haidar Khan, I. P. C. 770. West, Mrs. M.
Harrison, S. W. Wark Singh
Hutchinson, Mrs. Waryam Singh
Hassam Khan. Will, A.
Isfahan, H. M. S. Wader Singh, I. P. C.
Jeannot, G. (2). 716.
Jewan Singh, I. P. C. Wertheimer, Mrs. D. J.
Zetiga, J. M.

List of Registered Owners for Merchant Ships.

S. S. Anson G. Niznevich
"Albatross" G. Rickington
H. M. S. "Barbar" G. Groves
S. S. "Chingha" Capt. Moore
"Dragon" Chas. Lendberg
"Elite Norach" J. W. Holland
R. M. S. "E. of Japan" J. McCarthy
S. S. "Erica" H. Cooper
"Hailan" Capt. Zindel
"Hating" A. E. Tilstor
"Helagtic" Serng Humar
U. S. S. "Isa de Luson" C. Renion
U. S. S. "Isa de Luson" W. Lynch
S. S. "Loosb" E. Brandt
Barque "Lannberg" E. Nielson
S. S. "Manuel Loguina" J. P. Walker
"Matrolos" Capt. E. Dickens
"President" R. B. Munto
Transport "Pinariki" J. C. Connor (2)
U. S. S. "Perla" Chas. Smith
U. S. S. "Relief" Chas. McFeely
"Relief" J. H. Miller
S. S. "Shantung" H. S. Clifton
"St. Dunston" Leop. Pfiringer
"Sui Tai" A. Nene
"Ula" R. O. Lloyd (2)
Transport "Wright" S. Croft

List of unclaimed Telegrams lying in the Joint Telegraph Companies Office at Hongkong.

Amos, Takmakoff.
Chingtai (2 telegrams). Thungseonglong.
Chunghachang. Trienfat.
Huffman. Willner.
John Wheeler. With.
Kaingh. Wocheong.
Konghin. Wood.
Kongyueheng. Vebismoto.
(Two telegrams). Vheestam.
Kwongchanchang. Yvonn.
Leite Werthman. Yuenhopai.
Loheengke. 3436.
Nade. 4,713, 5,002 (Kau)
Nghuyen Thanh. Hok Chau.
Norton. Schmidt (2 telegrams). 0903 Yuenhopai.
Shiuchinchong. 1,089, 1,439.
Soonkei (9988). 1,739.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA,"

FROM ANTWERP, LONDON, PORT SAID,

SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vesel are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

Goods are landed.

Optional Goods will be landed here unless

instructions are given to the contrary, before

4 P.M. TO-DAY.

Goods not cleared by the 29th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage ob-

tained from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 23rd August, 1901.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "LONGSHIPS."

CONSIGNEES of Cargo by s.s. "LONG-

SHIPS" from New York are hereby notified

that their Cargo transhipped at Singapore into

the s.s. "PRINZ HEINRICH" has now arrived

and is being landed and placed at their risk in

the Hongkong and Kowloon Wharf and Godown

Co.'s Godowns at Kowloon.

Consignees are requested to immediately

send in to the Underigned Original Bills of

Lading in exchange for which they will receive

local Bills of Lading on which delivery can be

obtained.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 23rd August, 1901.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE

CONSIGNEES of CARGO per Steamship

"PERU"

are hereby notified that their Goods are at

their risk being discharged into Lighters and

or landed into our Godowns at Wanchai and

delivery may be had either from Lighters or

from Godowns upon countersignature of Bills

of Lading.

Goods remaining unclaimed after the 30th

instant, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 23rd August, 1901.

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR"

FROM TACOMA, VICTORIA, YOKO-

HAMA, MOI, VLADIVOSTOK

AND PORT ARTHUR.

The above Steamer having arrived, Con-

signees of Cargo are hereby requested to send

in their Bills of Lading for countersignature

Auctions.

PUBLIC AUCTION.

THE Underigned have received instructions

from The Victualing Store Officer,

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

WEDNESDAY, the 28th August, 1901,

at 11 A.M.,

at their Sales Rooms, Ice House Street.

A quantity of STORES, including—1 Cask

FLOUR, 4 Casks OATMEAL, 2 Casks

BEANS, 4 Casks RICE, 2 Casks RAISINS, 66

BAKED BISCUITS, CHOCOLATE, PRESERVED

POTATOES, PEPPER, and 16 Chests of

TEA, also 23 Yards GOLD LACE.

TERMS—As Usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 26th August, 1901.

GOVERNMENT NOTIFICATION.

No. 448.

THE following Particulars and Conditions of

Sale of Crown Land by Public Auction,

to be held at the Offices of the Public Works

Department, on

MONDAY,

the 2nd day of September, 1901, at 3 P.M., are

published for general information.

By Command,

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 15th August, 1901.

Particulars and Conditions of the letting by

Public Auction Sale, to be held on Monday, the

2nd day of September, 1901, at 3 P.M., at the

Offices of the Public Works Department, by

Order of His Excellency the Governor, of Four

LOTS OF CROWN LAND, at Tai Kok Tsui,

Kowloon, in the Colony of Hongkong, for a

term of 75 Years, with the option of renewal at

a CROWN RENT to be fixed by the Surveyor

of His Majesty the KING, for one further term

of 75 years.

PARTICULARS OF THE LOTS.

Boundary Measurements.

Annual Rent.

Upset Price.

Lot No. Locality.

1. Kowloon Island.

2. Tai Kok Tsui.

3. Tai Kok Tsui.

4. Tai Kok Tsui.

5. Tai Kok Tsui.

6. Tai Kok Tsui.

7. Tai Kok Tsui.

8. Tai Kok Tsui.

9. Tai Kok Tsui.

10. Tai Kok Tsui.

11. Tai Kok Tsui.

12. Tai Kok Tsui.

13. Tai Kok Tsui.

14. Tai Kok Tsui.

15. Tai Kok Tsui.

16. Tai Kok Tsui.

17. Tai Kok Tsui.

18. Tai Kok Tsui.

19. Tai Kok Tsui.

20. Tai Kok Tsui.

21. Tai Kok Tsui.

22. Tai Kok Tsui.

23. Tai Kok Tsui.

24. Tai Kok Tsui.

25. Tai Kok Tsui.

26. Tai Kok Tsui.

27. Tai Kok Tsui.

28. Tai Kok Tsui.

29. Tai Kok Tsui.

